

VOTING OF DEMANDS FOR GRANTS—(contd.)

DEMAND V—REGISTRATION.

MR. K. MADHAVA KURUP (*Director of Registration*): Sir, I beg to move for a grant of Rs. 3,30,353 under Demand V—Registration.

The following motions were not moved :

MR. C. JEBAMONY NADAR :

100. To reduce the total allotment of Rs. 6,450 for Director by Re. 1 to speak about the need for extending the time beyond 3 P. M. for acceptance of documents for registration.

MR. KAVIYOOR K. K. KOCHUKUNJU ;

101. To reduce the allotment of Rs. 10,325 for establishment by Re. 1 to bring before the notice of Government the necessity of appointing applicants from Varnava Samajom who have passed 7th and 9th classes in Malayalam and failed in School final classes as clerks in the department.

MR. G. VELU PILLAI :

102. To reduce the allotment of Rs. 1,700 for travelling allowance by Re. 1 to urge the necessity for more effective surprise inspections to Sub-Registrar's Offices to prevent corruption.

MR. P. NARAYANA PILLAI :

103. To reduce the allotment of Rs. 1,700 for travelling allowance by Re. 1 to discuss the necessity of having the Sub-Registrars' Offices as far as possible in the central places of their jurisdiction.

Motions for reduction of total grant.

MR. KAVIYOOR K. K. KOCHUKUNJU :

104. To reduce the allotment of Rs. 24,240 for Direction by Re. 1 to bring before the notice of Government the necessity of appointing qualified members of the other Hindus as Sub-Registrars in the department.

MR. KAVIYOOR K. K. KOCHUKUNJU :

105. To reduce the allotment of Rs. 24,240 for Direction by Re. 1 to point out the necessity for exempting the charitable institutions registered under the Companies Act from paying the filing fees.

MR. P. NARAYANA PILLAI :

106. To reduce the allotment of Rs. 24,240 for Direction by Re. 1 to discuss the necessity of making certain temporary Sub-Registrars' Offices permanent.

MR. S. NARAYANA PILLAI :

107. To reduce the allotment of Rs. 87,055 for salaries by Re. 1 to point out the necessity for establishing the new Sub-Registrar's Offices at points in the centre of the proposed jurisdiction of the said offices

MR. T. T. KESAVAN SASTRI :

108. To reduce the total allotment of Rs. 3,30,353 under Demand V by Re. 1 to bring to the notice of Government and the Director of Registration the necessity for appointing persons who have passed the Malayalam 7th, 8th and 9th classes as clerks and copyists in the department.

The motion that a grant of Rs. 3,30,353 under Demand V—Registration be made was put and carried. The demand was made.

DEMAND VI—RAILWAYS.

TO MR. A. LAKSHMINARAYANA AYYAR : Sir, I beg to move for a grant of Rs. 15,800 under Demand VI—Railways.

Motion No. 109.

MR. VARKALA K. MADHAVAN : Sir, I beg to move the following motion: (109)

"To reduce the allotment of Rs. 4,400—for (a) Quilon—Trivandrum Railway by Rs. 10—to discuss railway affairs." Due to the present war emergency several of the shuttle services were stopped and timings of the existing services are not convenient to the travelling public.

Several years ago it was the custom of the Government to nominate a non-official member to the Railway Advisory Board. But for the last few years that practice was discontinued. I do not know the reasons which prompted the discontinuance of that practice. Since then the Government have constituted the Advisory Board for the Transport Department. The reasons which prompted the Government to constitute an Advisory Board for the Transport Department should have prompted them to nominate a member for the Railway Advisory Board as well. I hope that the Government will consider these matters.

MR. M. L. JANARDANA PILLAI : Sir, we are confronted with a very difficult situation at the present time. Steamer services are not available. No doubt, we are getting better prices for the produce of this country at present. But there is considerable difficulty in securing wagons. Equally so there is difficulty in securing wagons for the import of the necessary food materials for the State from British India. The matter was brought to the notice of Government and I must say with thankfulness that the Chief Secretary to Government intervened in the matter and he was able to secure some space. The position is that a few wagons are allotted per week for Travancore. But these wagons are not sufficient to meet the needs of the commercial community. I believe about ten wagons are allotted per week to despatch the goods from Alleppey *via* Ernakulam. Of these about 6 or 7 wagons are required for despatching war materials alone. So only 3 or 4 wagons are available for the despatch of ordinary traffic from this country. The produce of this country has also necessarily to be transported through railways. The Chambers of Commerce brought this matter to the notice of Government and I am thankful that the Government took up the matter immediately and made the necessary arrangements. The Railway Department then replied to the Government of Travancore that they have made all arrangements and we got a communication from the Government of Travancore saying that in accordance with the communications they have received from the Railway Department, all arrangements had been made. In between the allotment of the wagons and the cancellation of the wagons there was hardly even a day. Practically we are put to considerable difficulties because the goods for transport have to wait either at Alleppey or Cochin. We cannot expect as much convenience at the out-agencies at Alleppey and Kottayam and other places as at the Harbour Station at Ernakulam. The reasons are obvious. I do not want to dilate upon that point. But the fact is that our produce is unable to move. Both manufactured goods and the produce of this country that should leave Travancore is finding it very difficult to move.

[Mr. M. L. Janardana Pillai.]

One thing more I have to place before this House and the Government. Supposing the price of pepper is Rs. 240 today and if the contract is placed to be executed within a specified period and if we are unable to get wagons within the specified period or even in the neighbourhood of that period, the price immediately goes down. Ultimately the merchants are put to considerable loss in such transactions. I quite concede that on account of the war situation there is considerable increase in the demand for wagons to be supplied by the Railway Department. But at the same time I must take this opportunity to say that those who are in a position to get wagons do get them and others who do not adopt special methods are not able to get the wagons. This is the occasion on which we can bring this fact to the notice of Government. Inferences have to be made from that. Therefore it is very necessary that the Government should take up this matter immediately as otherwise our export trade is bound to suffer very seriously.

Then with regard to the import of rice by merchants. Reasonably they should get covered wagons for this purpose. But they get only open wagons and those who want to get covered wagons have to rise themselves equal to the occasion to secure those wagons. The result is that by the time the rice comes to Travancore they are exposed to the weather and get spoiled. Tarpaulins have to be supplied from Travancore to all those stations and the result is that it adds to the cost of the materials that have to be imported. It is only here that the representatives of the people can ventilate their difficulties. Our difficulties were placed before the Government and from the communications we have received we are in a position to understand that Government are taking very prompt steps in the matter. But the result is that we are where we were. So I take this opportunity to bring this fact to the notice of the Government.

SADASYATILAKA T. K. VELU PILLAI: May I know the reasons why the right of representation of this Government in the Advisory Board which has been conceded at one time is now withdrawn?

MR. M. L. JANARDANA PILLAI: I believe it is being represented even now by the Financial Secretary.

MR. VARKALA K. MADHAVAN: May I know whether the member was a member of the Board at any time?

MR. M. L. JANARDANA PILLAI: Yes.

MR. E. G. SALTER: I understand the honourable member Mr. Janardana Pillai represents the Alleppey Chamber of Commerce also. May I request the member to forward the full details of his as well as that of the Chambers of Commerce requirements within the next week when I will undertake to place them before the Madras Board of Transport. I have the honour to represent Travancore Government in that Board and I assure the honourable member that I will do all that is in my power. It may be possible to make available the wagons in their return journey after transport of rice from the Tanjore district. The representatives of this Government will place the matter before

the Madras Board of Transport so that it may include this item in the agenda for the next meeting of the Board which will meet from the 17th August

In regard to open wagons, I had to accept wagons or no wagons. If we insisted on covered wagons then we would have got only a few. But let us get wagons. Let us transport the rice with the wagons that are available. There is not sufficient number of wagons available to enable us to pick and choose. There seems to be some doubts in the minds of the honourable members with regard to this matter. The total number of wagons which are being loaded per week by the S. I. R. is only 65 per cent of the demand. That position has to be faced.

MR. K. KUNJU PANICKER: May I know the number of bags of rice that could be transported in one wagon?

MR. E. G. SALTER: It varies between 12 and 22 tons according to the type of wagon employed.

RAJYASEVAPRAVINA G. PARAMESWARAN PILLAI: Sir, may I point out to the honourable members that there is a meeting of the Provincial Advisory Committee in Madras on the 3rd August and this question will be referred to that Committee. So far as war supplies and other goods which are held up for want of sufficient number of wagons are concerned the matter will be brought to the notice of that Committee.

SADASYATILAKA T. K. VELU PILLAI: I am very thankful for the information which the Chief Secretary has given to the House. I believe I am correct about what I am going to say. One of the points advanced by Mr. Madhavan was that the right of representation which was once given to Travancore in the Advisory Board of the Railway has been withdrawn.

RAJYASEVAPRAVINA G. PARAMESWARAN PILLAI: The right still continues.

SADASYATILAKA T. K. VELU PILLAI: I now learn that an Officer of Government is a member of that Board. I know one or two people who were members of that Board. I know that Mr. Janardana Pillai was a member of the Board. When I was a member of the Economic Development Board some years ago I have had abundant opportunities for discussing the matter with Mr. Janardana Pillai. I am particularly happy to mention that Mr. Janardana Pillai had a very clear idea with regard to one and all matters discussed in the Committee. I understand that the Travancore representative had been doing a great deal in that direction. Institutions which depend for their usefulness on the facility for discussion have one defect. Especially when there is a large number of people meeting together, unless the proper man is sent to represent us, our claims may not be headed properly. Therefore my submission is that if there is a right of representation in that Board, that right should be exercised by a non-official and not by an official. I am not at war with the officials. I want officers for certain purposes. But the non-officials have got the facilities to understand things and come to conclusions in the open fields of intelligence and

[Sadasyatilaka T. K. Velu Pillai.]

arguments without executive tution. An officer of Government is, to a great extent, tied down by red-tapism. An Officer, however able he may be, will not be able to do the work as efficiently as a non-official. I know that in one State the head of the administration is a non-official and the leader of the House is another. That is the case of the Travancore Government. I submit that in conformity with the practice elsewhere and in conformity with what has been our practice, a non-official may be appointed to the Board. If the Financial Secretary or the Accountant General is appointed, they will not be able to do full justice to the work. I have nothing against the Financial Secretary or any officer of Government. They are very able men. But on a point of principle, in a country, where there is so much of intelligence, of very careful study and judgment which has been certified by eminent authorities, I consider it a sort of insult to the intelligence of the country to send only officers to boards outside. I am not saying this with any feelings of resentment. When there are competent people who have been studying these questions and taking part in the discussions, when personally I am satisfied that they are able to deal very much better and more thoroughly with any questions and when officers newly appointed will take two to three years to understand things, I ask the forgiveness of the House and the Government for saying that this must be taken as a very serious matter.

MR. J. E. A. PEREIRA : Sir, it is a very vital point that has been raised by the honourable member Mr. Madhavan especially with regard to the management of the Railways. I thank the Chief Secretary for taking the necessary steps to place before the Committee our requirements. Our demands on the railways are always infinitely heavy even in normal times and more so because of the war conditions. Those difficulties have been beautifully explained by Mr. Jambardana Pillai. As regards the representation by officials it has been beautifully explained by Mr. T. K. Velu Pillai. An officer can only realise the difficulties from a theoretical point of view from what he reads from the papers. But the non-official can have actual experience of it and is in a definitely better position. Therefore I would request that a non-official should be represented on the Advisory Committee. With these words I support the motion.

MR. D. C. JOSEPH : Sir, I am glad to bring to the notice of the House that a pretty large sum has been added to the State revenue by the working of the railways. Our railway has attracted the attention of the public. There was a time when we did not own even an inch of land through which the railway lines run. But through the efforts of the present head of the administration those lands which were in the possession of the Railway Department have become the property of this Government. That is really a great achievement. Dewans came and went away. But none of these Dewans saw that this iron horse was a white elephant of the State. But during the powerful administration of the Dewan-President it has become an accomplished

successful factor. When the Imperial Government had been able to secure the services of one responsible officer as Minister for Information, why not we get a non-official representative in the Railway Board. So I hope that Government will earnestly endeavour to see that a non-official is put in charge of the Railway Board and then only we will be able to know the real situation. Without the co-operation of the Railway Department we will be no where because the food problem is threatening us. Therefore only sufficient co-operation by the Railway Department can save us from this difficult situation. Government should try their level best to see that we are properly represented in the Railway Board. With these words I whole heartedly support the motion.

MR. A. LAKSHMINARAYANA AIYAR: Sir, three questions have been raised in this connection. They are (1) shortage of wagons (2) stoppage of shuttle services and (3) nomination of a non-official member to the Railway Advisory Board. The first question has already been dealt with by Mr. Salter and the Chief Secretary to Government. As regards the stoppage of the shuttle services, this is an all-India question and stoppages are due to the present conditions consequent on war. If the honourable member will kindly intimate to Government any specific inconvenience in the train services, Government will take the matter up with the S. I. R. authorities so that the inconvenience may be removed. As regards the nomination of a non-official member to the S. I. R. Advisory Board, the rule is that the representative of Travancore should be one of the Travancore Darbar ex-officio and unless that rule is amended it is not possible to nominate any non-official to the S. I. R. Advisory Board. In the case of Cochin and Pudukottah also, the members are Officials.

SADASYATILAKA T. K. VELU PILLAI: If the Travancore Government is pleased to nominate a non-official for holding that position, could he not be considered as ex-officio?

MR. A. LAKSHMINARAYANA AIYAR: But he must be a representative of the Travancore Darbar.

MR. SADASYATILAKA T. K. VELU PILLAI: Could not anybody be appointed by the Travancore Darbar and called ex-officio?

MR. A. LAKSHMINARAYANA AIYAR: Because nobody was appointed, the official member is functioning in the place of a non-official.

MR. S. CHATTANATHA KARAYALAR: May I know under what circumstances was a non-official representing Travancore in the S. I. R. Advisory Board?

MR. A. LAKSHMINARAYANA AIYAR: He might have represented Travancore before these rules came into effect. The rules were issued in 1935 and the non-official continued till 1940. After that, the Financial Secretary was nominated to that Board.

MR. VARKALA K. MADHAVAN: Sir, I beg to withdraw the motion.

The motion was, by leave, withdrawn.

PRESIDENT: The question before the House is that Government be granted a sum of Rs. 15,800 under Demand VI—Railways.

The motion was put and carried.

The Demand was made.